



Minnesota Transportation Museum, Inc.



MINNEGAZETTE

May/June 1981

Welcome!

Welcome to the new world of the **Minnegazette** magazine. We hope that you will find this publication even more enjoyable than the newsletter which it replaces. We have upgraded the **Minnegazette** for many reasons -- all of them in an effort to retain your valued membership and to greatly enlarge the membership in general. We believe that the quality of an organization is reflected by the quality of its publications.

IT'S FOR YOU

Maintaining a high quality publication is paramount for any organization. In our museum, as well as in others, most of the membership is in contact with the heart of the museum only through the publication that it produces. But if that publication is poorly written, poorly reproduced, pictureless, or outright dull, the member is apt to say, "Is this all I get for my dues?" We don't want any member to feel that way.

Although all members can ride the streetcar free, vote at membership meetings, or join in various activities with the museum,



About the Cover

Some of the members who have been working on NP328 stood for a group photo recently when the engine was pulled back and forth to lubricate the valve gear. On the ground from left, Bob Renz, Dave Rushenburg, John Winter, John Larson. On 328 from left, Mike Mazzitello, Scott Heiderich, Bob Ball, Phil Hansen. On running board from bottom, Jim Ellman, Bud Schroeder and Orville Richter. (Photo Dennis Johnson)

most prefer to read about the exciting happenings in the **Minnegazette**. This is fine. Many reasons prevent members from becoming more active in the museum. This new magazine is especially for them.

Luckily, through a combination of factors and the publication business expertise of MTM's new Vice President of Public Relations, **Dennis Johnson**, we have been able to "package" all of our publications (**Minnegazette**, brochures, flyers, etc.) through a central printer and standard bulk paper supply. Add to that a mailing without an envelope and you have virtually an unchanged publication budget but bigger and glossier publications.

Though the **Minnegazette** was greatly changed, we retained its old flavor somewhat by merely adding a border to the cover to "frame" our cover photos. Of course we kept that wonderful **Minnegazette** masthead and incorporated a portion of it on every page as well. Due to the bulk paper supply, we did have to give up our traditional yellow front cover, however.

EASIER TO READ

Inside you'll find a new easier-to-read type style that is typeset, rather than typewritten, with justified columns (type lined up on both margins). The triple column format will allow greater flexibility to fit in a wide range of photograph sizes.

MORE PAGES

The **Minnegazette** will grow by four pages -- and maybe by eight at times. For years the **Minnegazette** was basically a six-page newsletter. As the museum grew, and more news articles and stories rolled in, the **Minnegazette** gradually standardized itself to an eight-page newsletter. As of late, it was hard to keep the newsletter at eight pages. Many photographs, sche-

duled to appear, gave way at the last minute to more important museum happenings. With this issue, the **Minnegazette** will standardize as a 12-page magazine.

MORE PHOTOGRAPHS

Because we tried to hold each issue to eight pages, we were unable to print many rare, unpublished old photos as often as we liked. When we did run some, we had to squeeze them into remaining space. A 12-page format will allow us to print more pictures and of proper size. In fact, we'll be able to run some super size photos for the first time, such as the double-page photo in the center spread. And the higher quality paper will allow for better reproductions.

MORE NAMES AND FACES

MTM wants to acknowledge all of its hard workers. We try to name our contributing volunteer members on various projects and show pictures of them when possible. We plan to increase that effort with more pictures and stories of these volunteers at work at their craft. A three-quarter shot of a vehicle is nice, but a shot of members working on the vehicle is better. When submitting photos, please identify all people in the shots.



Published bi-monthly for members in good standing of the Minnesota Transportation Museum, Inc.

Articles and photos of museum interest are always welcome and will be returned upon request.

Please address all communications to the editor,
F.H. Rhodes, **Minnegazette**,
Post Office Box 1300
Hopkins, MN 55343

CALENDAR OF EVENTS

A Calendar of Events will be a regular feature of the **Minne-gazette** so members can keep up with the increasing number of events affecting the museum.

A RECRUITING TOOL

Minnegazettes often are passed out to prospective members or interested visitors at our display booth at model railroad shows and have become valuable recruiting tools. A person may decide to join the museum by just paging through a **Minnegazette**. Consequently, all **Minnegazettes** will in effect become membership brochures by the inclusion of a membership application that will appear in every issue.

It is hoped that this new magazine will retain a high quality over the years despite personnel changes. We hope that you enjoy the new magazine and will proudly display it to others. All comments and suggestions are greatly appreciated.

Fred Rhodes
Editor

CHSL: Operators Update

All current operators are reminded they must participate in an operations refresher program at the car prior to participation in this summer's operations. The purposes of the program are to: 1) provide the staff who operates the car to once again become at ease with the car movement controls after a six month absence, and 2) to acquaint the current operators with updated operations procedures.

The short information and operation sessions shall be held evenings and possibly weekend mornings to allow members as much flexibility to attend one of the meetings. Operators will be called and informed of the meeting dates.

Como-Harriet Line Readies for Summer

The unseasonably dry, warm spring has produced the earliest operating session in MTM's 10 years of operation on the Como-Harriet Steeetcar Line. On March 29, car 1300 was pulled out, and during the Sunday afternoon carried more than 134 passengers. Although the official operating season will not commence until Memorial Day, the weekend opportunities will no doubt provide additional occasions for bringing in much needed revenue, and providing operating members, who choose to participate, with an early chance to refresh themselves on car controls and operating procedures.

Right of way and car improvements continue. Already, a crew has been replacing ties. Air line piping and interior-exterior woodwork refinishing continues on car 1300. Car 265 restoration progresses with electrical and door work by the Wednesday night work crews.

The 42nd Street Station platform area will be displaying a new plaque this summer. In cooperation with the Minnesota Historical Society, members of the museum created a historical and contemporary narrative for patrons to read at the streetcar line site. The plaque is a fitting addition and memorial.

There is, today, a place for yet-uncommitted members to make a contribution to the museum. We are training new operator candidates for the streetcar line. We are seeking individuals to contribute in line/right-of-way maintenance work crews. Won't you participate? Contact your V.P. for Traction.

Mike Buck
Vice President, Traction

President's Message

"There's something about a train," as the Amtrak ad says, which most people cannot resist. At our two mid-winter exhibitions of Northern Pacific combine coach 1102, over 11,000 people walked through, sat on the seats, asked countless questions of our MTM car attendants, and even filled out MTM membership blanks. Almost every one of them had a smile on his or her face.

We have a long list of requested appearances this summer for 1102, and we will need willing members to staff the car and greet visitors. Please give **Dennis Johnson** or **John Larson** a call if you would like to help.

Thanks to Burlington Northern for donating a wooden former NP caboose to MTM. It is in good condition, easily restorable, and a fine addition to our collection of former NP equipment.

The MTM and the Ramsey County Historical Society are considering forming a joint venture to develop a railroad and urban history museum at the Lilydale Park in St. Paul. This seems like a natural partnership, since our organizations have many common interests. Plans are still embryonic, but they are taking shape well.

This summer promises to be our busiest, most enjoyable yet. With more of the excellent participation given by MTMers, we will continue to grow.

Bill Graham
President



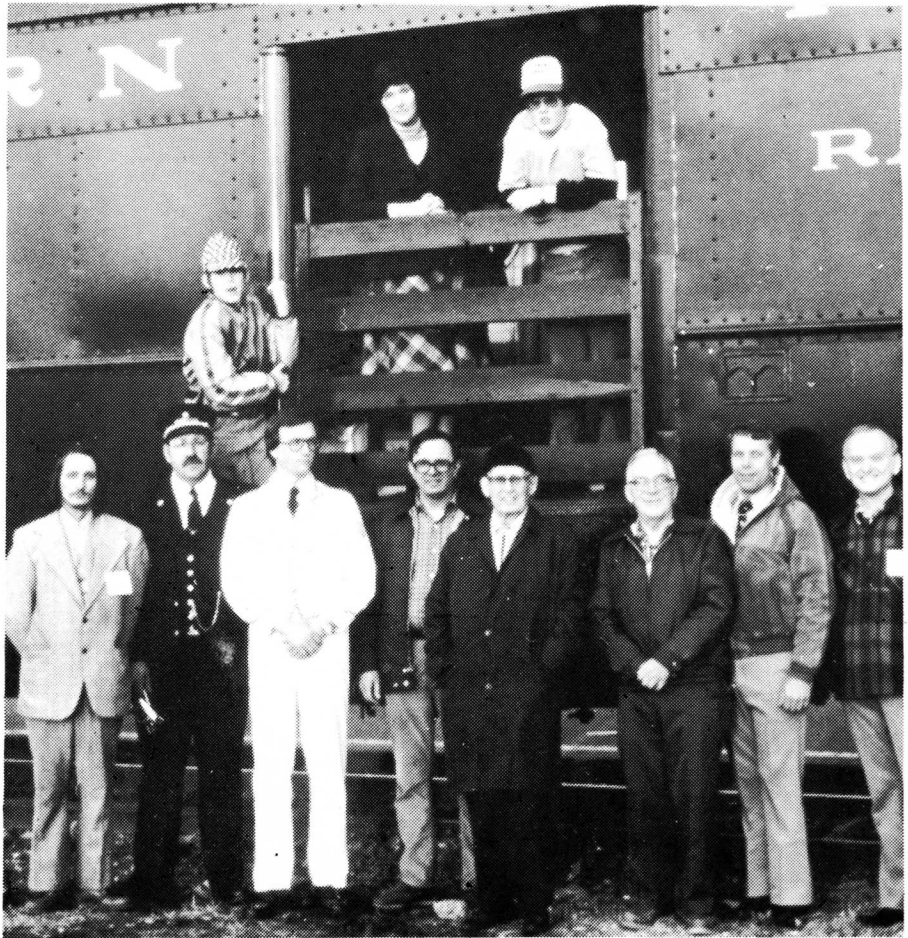
A Pleasant Surprise

Mondays are not my favorite days. However, Monday, March 9 was a day I won't forget. While driving south on Lyndale Av. S. in Bloomington with a load of March-April Minnegazettes I had picked up from the printers, I got stopped by a "Dan Patch" mini-freight at 95th St. This area was once known as Oxboro Heath when MTM's diesel-electric locomotive No. 100 hauled trains through there between Savage and 54th and Nicollet in Minneapolis on the Dan Patch Electric Line, better known today as the Minneapolis, Northfield & Southern. The MN&S serves small industries in Richfield and Bloomington and causes little disruption in automobile traffic with its infrequent service and short trains despite crossing many residential streets. My path is blocked maybe once or twice a year. Today was one of those days - then the surprise.

As the little mixed freight crawled across Lyndale, a long, shiny, dark green coach with bright gold lettering "Northern Pacific", "Railway Post Office," and "1102" appeared, the eighth car in a 10-car train. What a day brightener! And certainly the best looking car in the train as well. For members unfamiliar with those clues, the description belongs to MTM's ex-Northern Pacific Triple Combine coach No. 1102 which was taking its round-about way back to the Como Shops after spending the weekend on display on the MN&S main line at 66th St. for the Hub Shopping Center Model Railroad Show.

It was the first time I had seen the car in motion - a very impressive sight indeed! It was also a reminder of what a sight the people of the Twin Cities have in store when MTM begins its railroad operation. The 82-foot-long Triple Combine will certainly be a highlight of our train.

Fred Rhodes



MTM members clustered around N.P. Triple Combine car No. 1102 at the recent Upper Midwest Model Railroad Show at the Hub Shopping Center in Richfield. On the ground from left are: Phil Hanson, John Larson, Casey Bensen Jr., Bill Graham, an unidentified retired railroad worker, Bob Macnie, Chuck Dahle, and Bill Marshall. Hanging on is Jon Larson. Looking through the baggage door is Brenda Larson and Tim Larson (photo by Dennis Johnson).

Restoration: Thanks for 1980!

Our most successful year at the Como Shops restoration facility has come to a close. That is not to suggest that nothing was accomplished in previous years; as a matter of fact, lots of work in previous years made 1980 accomplishments possible.

First and foremost, Duluth streetcar No. 265 was completed to the point that it could be moved to our Como-Harriet site and pulled over the line by No. 1300. This summer it'll run under its own power. **Loren Martin** chaired the restoration with **George Isaacs** in charge of the trucks.

Under the leadership of **Bob Renz**, Northern Pacific steam engine No. 2156 was moved from Como Park into our own shops to provide the basis for restoration to main line engine operation.

Rock Island commuter car No. 2604 arrived and was sandblasted. Soon it will be restored to carry 100 passengers behind MTM's locomotives.

Under the supervision of **Bernie Braun**, our ex-CB&Q caboose received much restoration. We hope it will be ready for exhibit this year.

Great strides were made on Northern Pacific steam engine

No. 328, our own 4-6-0. **Frank Sandberg** built the cab and pilot, **Jim Bertrand** performed wonders with the arc welder, **Dave Rushenberg** headed the running gear and headlight restoration, **Steve Sandberg** did the sheeting outside the cab, **Bob McNattin** applied the lagging, **Ron Beck** performed the boiler work, and **Bob Renz** lent overall support wherever needed. Others, too, worked at the Como Shops.

Following is a list as complete as we can remember of members who worked at the shops in 1980. Some came out once and some put in 10 hours a week every week.

Keith Anderson, Les Anderson, Roger Anderson, Grant Arneson, Bob Ball, Dave Barnett, Ron Beck, Ray Bensen, Casey Bensen, Jim Bertrand, Frank Bifulk, Herb Bodlund, Bernie Braun, Jeff Braun, Mike Buck, Bob Clark, Gene Corbey, Bill Cordes, Chuck Dahle, Randy Dean, Diesel Electric Service, Blair Dollery, Phil Epstein, Pat Feesl, Zeke Fields, Bernie Flanagan, Tom Fleming, Shawn Garin, Dave Gepner, Bill Graham, Jay Halvorson, Phil Hanson, Roy Harvey, Duane Hassig, Jon Heiderich, Scott Heiderich, Walt Hotvet, Mark Howes, Neil Howes, George Isaacs, Bob Isakson, Lloyd Jackson, Barry Karlberg, John Larson, Hudson Leighton, George Marks, Bill Marshall,

Jerry Martin, Loren Martin, Bob McNattin, Gary Neunsinger, Dave Norman, Greg Olson, Steve Olson, Rick Olson, John Prestholdt, Bob Renz, Bob Reineck, Fred Rhodes, Dave Rushenberg, Lee Rushenberg, Frank Sandberg, Judy Sandberg, Steve Sandberg, Don Schlais, Larry Schreiber, George Sennhauser Jr., Ken Snyder, Walt Strobel, Terry Warner, Ken Wingard, John Winter, Steve Zobbi.

Thank you one and all for 1980.
Scott Heiderich
Vice President, Restoration



Como Shops News

I have appointed **Ken Snyder** to be superintendent of the Rock Island commuter car No. 2604 restoration. The car will be restored as time, money, and priority allow. It is the third priority behind N.P. steam engine No. 328 and Triple Combine coach No. 1102.

Bob Renz and **Bill Cordes** have completed the installation of a motor-generator set in the 1102 which means the car is now self-heated, self-powered (32 volts

D.C. -- 110 volts A.C. -- 12 volts D.C.), and self-air conditioned (open windows and doors). Car 1102 Superintendent **John Larson** has the interior in beautiful shape for a summer of shows at various sites around Minnesota.

Steam engine Superintendent **Dave Rushenberg** expects to complete the wiring, air piping, and installation of final details such as gauges, coal shovel, windows, etc. on his project, steam engine No. 328. The engine will be painted and probably also test steamed by the time you read this article!

Yes, we expect to have steam up not just in 1981, but this spring, and expect to have it steaming for the public before summer (June 21). A lot of work is obviously done, but there remains much fine tuning and training and then periodic maintenance to keep the engine in operating shape. As usual there is lots to do at the Como Shops. Please come out and help -- Wednesday nights and Saturdays.

We will be continuing work on the "Q" caboose under **Bernie Braun** and starting on ex-C&NW -- ex-G.N. coach No. 1096, and our N P caboose.

Scott Heiderich
Vice President, Restoration

Car 1102 was pulled from Como Shops recently for a new brochure portrait. As the Plymouth switcher pushed her back in, BN freight came by. Members in photo include, from left, Shawn Garin, Bob Clark, Bill Graham and Bob Renz. (Photo Dennis Johnson)



New MTM Brochure

MTM has just released an all-new membership brochure for general distribution. The brochure is the result of many suggestions which help answer the journalistic five W's and the H questions; who, what, when, where, why, and how?

Who is the MTM?

What does the MTM own or operate?

When do they run the equipment? Where do they run the equipment?

Why was the MTM started?

How do I get there and how do I join the MTM?

The answers, my friend, are written in the brochure which is reproduced in reduced form across the bottom of these two pages. The brochure focuses on

MTM's restored equipment such as: streetcars 1300 and 265, steam engines 328 and 2156, Dan Patch diesel-electric locomotive 100, Triple Combine coach 1102, buses 630 and 1399, and the Minnehaha Depot. A list of MTM's other rolling stock is included. Finally, the brochure presents a brief history of MTM and leads the reader to the membership application blank. The copy is printed in antique brown ink on buff-colored stock.

The brochure has another purpose. Besides attracting more members, packets of these brochures will be sent to other rail museums around the country to encourage railfans to stop in the Twin Cities as they travel from museum to museum. Thus the

inclusion of a Twin Cities map which shows the location of our exhibits in relation to the Amtrak depot, main bus terminals, and airport.

Locally, the brochures will be handed out wherever our new display booth appears, such as at model railroad shows and the like. It will be added to the packets given to new members. The brochure will be updated as major events occur within the museum (establishment of a railroad site or completion of restoration of a vehicle).

It was intended to mail out a few brochures with this Minnegasette to each member, but the lack of a mailing envelope now makes that impossible. Instead, we will pass some out to each

MINNESOTA TRANSPORTATION MUSEUM



Minneapolis/St. Paul

Electric Streetcars
Steam Locomotives
Railroad Cars
Motor Buses
Minnehaha Depot

Accredited by the Minnesota Historical Society
Recipient of Certification of Commendation presented
by the American Association for State and Local History
Como-Harriet Streetcar Line and No. 1300 are listed
in the National Register of Historic Places

Our purpose—

To help preserve the sound of clicking rails and a steam locomotive's whistle, the all-volunteer nonprofit Minnesota Transportation Museum was formed in 1962 for the purpose of finding, restoring, and operating vintage rail equipment for the education and the enjoyment of the public as a reminder of days gone by.

The museum cleaned up No. 1300, a Twin Cities-built 1908 standard wooden streetcar in storage since 1954, and in 1971 began operation of No. 1300 on a scenic portion of the former Como-Harriet right-of-way in Minneapolis. It was an instant success.

Soon the museum acquired many other vintage items of land transportation; steam locomotives, railroad cars, streetcar bodies, motor buses, and a leased shop building in which to restore the equipment. The museum plans to operate its own railroad line in the near future.

Success of the museum has been made possible by the generosity of the private and business community, the Minnesota Historical Society, Minneapolis Park Board, civic organizations, and the talents of museum members in their restoration efforts. Members are of all ages and come from all walks of life. Museum activities include work sessions, bi-monthly meetings, picnics, and other events. Members are kept up to date by the museum's newsletter, the Minnegasette, which also features rare photographs and colorful stories of old rail days.

This brochure pictures MTM's restored equipment which reflects the fine workmanship of our members. Join us and see how proud it is to be an MTMer as we restore yesterday's history for tomorrow's generations.

The Electric Railways of Minnesota by Russell L. Olson is a fine 560-page hardbound book containing over 700 rare photographs of Twin City Lines and other Minnesota electric lines. To order, send \$29.95 (Minnesota residents add 4% sales tax) to: Minnesota Transportation Museum, Box 1300, Hopkins, MN 55343.

Join us!

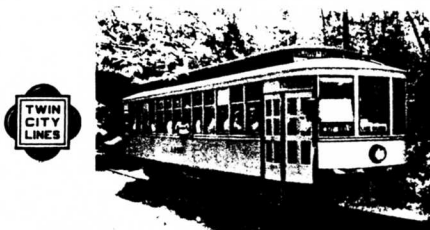
- ☐ MTM FAMILY membership (\$20 per year)
- ☐ MTM ACTIVE membership (\$15 per year)
- ☐ MTM ASSOCIATE membership (\$10 per year)
(All members receive bi-monthly MTM newsletters)
- ☐ I do not wish to join MTM, but would like to contribute to the restoration (tax-deductible).

Name _____ Phone _____

Address _____

City _____ State _____ Zip _____

Mail to: MINNESOTA TRANSPORTATION MUSEUM
BOX 1300, HOPKINS, MINNESOTA 55343



Twin City Rapid Transit Co. Streetcar No. 1300—Built in TCRT's own shops in 1908. Retired in 1954 upon abandonment of streetcar system. Began museum operation in 1971. Runs daily from Memorial Day to Labor Day. Weekends only in September and October. Hours of operation: 6:30 pm till dusk Mondays thru Fridays, 3:30 pm till dusk Saturdays, 12:30 pm till dusk Sundays and holidays. Charters available. Two-mile round trip.



Northern Pacific 4-6-0 Locomotive No. 328—Built in 1907 by American to haul freight in northern Minnesota. This class S-10 locomotive weighs 76 tons. Retired in 1954 and displayed in Stillwater for 22 years. Leased by MTM in 1976. Restoration completed in 1981.



Northern Pacific "Triple Combine" Car No. 1102—Built in 1914 by Pullman Standard as an 86-passenger coach. Rebuilt by N.P. in 1947 into three sections; a 15-ft RPO (Railway Post Office), a 37-ft baggage/express, and a 20-ft passenger coach section seating 20. Acquired by MTM in 1976. Restoration completed in 1978.

member at the general membership meeting on May 19. A limited number of these brochures will be stocked on car 1300 and the Triple Combine this summer for the benefit of members to pick up and hand out to possible membership candidates. If it is not possible to pick some up, please write the museum and state the quantity desired.



MTM on Display

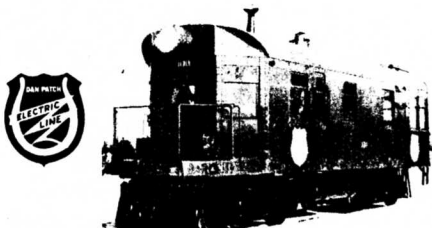
A big thank you to all MTM members who assisted in manning the MTM display at three hobby shows this winter in the Twin Cities area. Not only does the display present MTM to an interested public, it also provides a focus for MTM members to meet the public and share our interest in rail transportation.

It is often the case that retired railroaders or former trolley motormen and women stop by the display to share memories of the Twin City Lines or the railroad. It is important for MTM to have members present to meet these potential friends of the Museum.

The following people helped man the display at the Har Mar show, the Northtown show, and Hub Shopping Center show:

Wally Baillon	John Hemak
Casey Bensen	George Isaacs
Ray Bensen, Sr.	Al Johnson
Mike Buck	Dennis Johnson
Gene Corbey	Robert Macnie
Bill Cordes	Russ Olson
Harold Dalland	John Prestholdt
Blair Dollery	Fred Rhodes
Phil Epstein	Larry Schreiber
Shawn Garin	Walt Strobel
Chris Hammond	Terry Warner
Scott Heiderich	Steve Zobbi

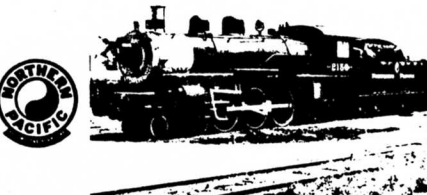
Thanks to all of the MTM members who manned the booth.
Robert McNattin
Executive Vice President



Dan Patch Electric Lines Diesel-Electric Locomotive No. 100—Built in 1913 by General Electric Co. as the world's first internal-combustion electric drive locomotive. Great Northern acquired No. 100 in 1966 and donated it to MTM in 1967. Restoration begun in 1973 and completed in 1978. On display in Duluth Depot.



Duluth Street Railway Streetcar No. 265—Built in 1915 in TCRT's shops and operated in Duluth until abandonment of the streetcar system in 1939. Spent next 34 years as a cottage in the woods. Acquired by MTM in 1973. Restoration completed in 1981. Joined No. 1300 on the Como-Harriet Streetcar Line.



Northern Pacific 4-6-2 Steam Locomotive No. 2156—Built in 1909 by Baldwin for use on the North Coast Limited. This class Q-3 locomotive weighs 118 tons. Retired in 1954 and displayed at Como Park Zoo in St. Paul. Leased by MTM in 1980 and now being restored.



Twin City Lines Mack C-3 Bus No. 630—Built by Mack Co. in 1942 and operated on Twin Cities routes until retirement in the late 1950s. This wartime bus is noted by the extensive use of wood in its interior and doors. Donated to MTM in 1965. Leased to and restored by the Metropolitan Transit Commission in 1980.



Twin City Lines GMC TDH-5105 Bus No. 1399—Built by General Motors in 1954. No. 1399 was the highest numbered bus of this 500-bus GMC fleet that followed streetcar abandonment. Acquired by MTM upon retirement from service in 1976. Leased to and restored by the Metropolitan Transit Commission in 1980.

Yet to be restored —

Great Northern 1920 Parlor-Observation Car No. 1084
Rock Island 100-seat Commuter Coach No. 2604
TCRT 1912 Steel-sided Streetcar No. 1496
Mesaba 1913 Interurban Streetcar No. 10
Duluth 1893 Laclede Single-truck Streetcar No. 78
Northern Pacific 1915 Passenger Coach No. 1370
CB&Q 1871 Caboose No. 14534
Soo Line 1887 Caboose No. 99014
Great Northern "Baggage Rider" Baggage Car No. 480

Individual brochures and color postcards available for some restored items. Please write MTM for information.

Rev. 3-81

Where we are —



- 1. Como-Harriet Streetcar Line**
W. 42nd St. & Queen Avenue South
- 2. Minnehaha Depot**
4926 Minnehaha Ave., next to Minnehaha Park
- 3. Como Restoration Shops**
Not open to public; guests of members welcome. Contact MTM for visit.
- 4. Main Bus Terminals**
- 5. Twin Cities Amtrak Depot**
730 Transfer Road
- 6. Minneapolis/St. Paul International Airport**



Minnehaha Depot ("The Princess")—Built in 1875 near Minnehaha Falls in south Minneapolis. Once served 13 trains daily and saw heavy service during both world wars. Milwaukee Road donated the depot to the Minnesota Historical Society in 1964. Staffed and maintained by MTM. Hours: Open Sundays from Memorial Day to Labor Day from 1:30 to 4:30 pm. Free admission.

MTM's 'Newest' Member -- 100 Years Young!

He joined Twin City Rapid Transit Co. (TCRT) in April 1908 -- the same *month* that car 1300 was built.

He was a conductor on the Como-Harriet streetcar line his entire 38 years with TCRT.

He collected nickels from passengers when they boarded through the rear *gates* of car 1300.

He retired from TCRT long before the end of two-man service and eventual abandonment of the streetcar system.

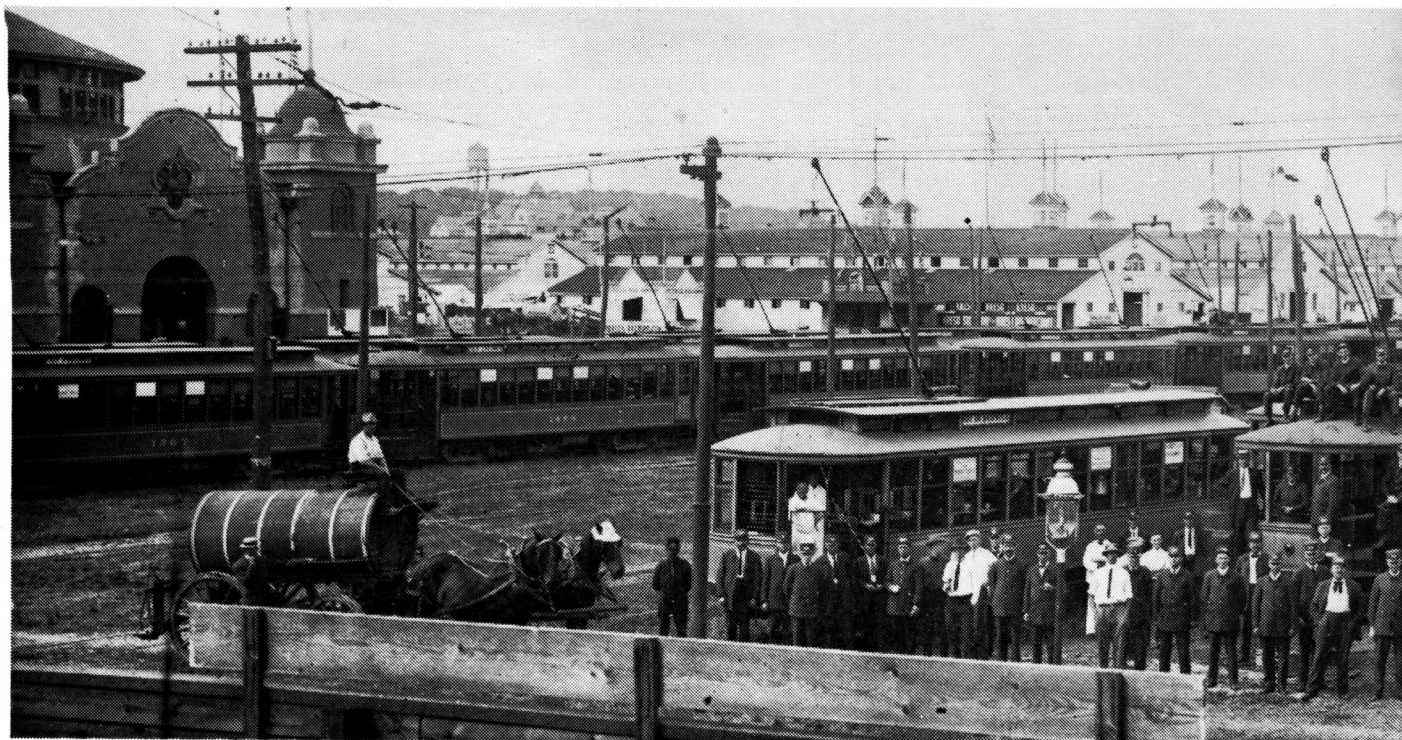
He recently celebrated his *100th* birthday and became the newest member of the Minnesota Transportation Museum.

MTM welcomes **Christian Sjonging Nelson** of Chico, California. The associate membership was presented to Mr. Nelson by his friend, John Moscrop, of Douglas City, Ca., himself a descendent of TCRT motormen and conductors.



Mr. Nelson was born December 2, 1880 on a farm near Fairfax, Mn. He is self-educated and had no formal education beyond fourth grade. In April, 1908, as streetcar No. 1300 was rolling off the assembly line at the Snelling Shops in St. Paul, Mr. Nelson joined TCRT as a conductor working out of the old East Mpls. Station at University and 1st Ave. NE, just north of downtown Minneapolis. His route assignment: the Como-Harriet streetcar line. His badge number: No. 92. His starting salary: \$75 per month.

Though he does not recall specific car numbers, Mr. Nelson said that he must have worked car 1300 often as it was assigned to East Mpls. Station for 15 years while he was a conductor there. When asked recently about those early days on the rear platform, Mr. Nelson replied, "Well, you got to ride the streetcar everyday and collect a nickel from everyone."





Centenarian Christian Nelson today -- at home in Chico, Ca.

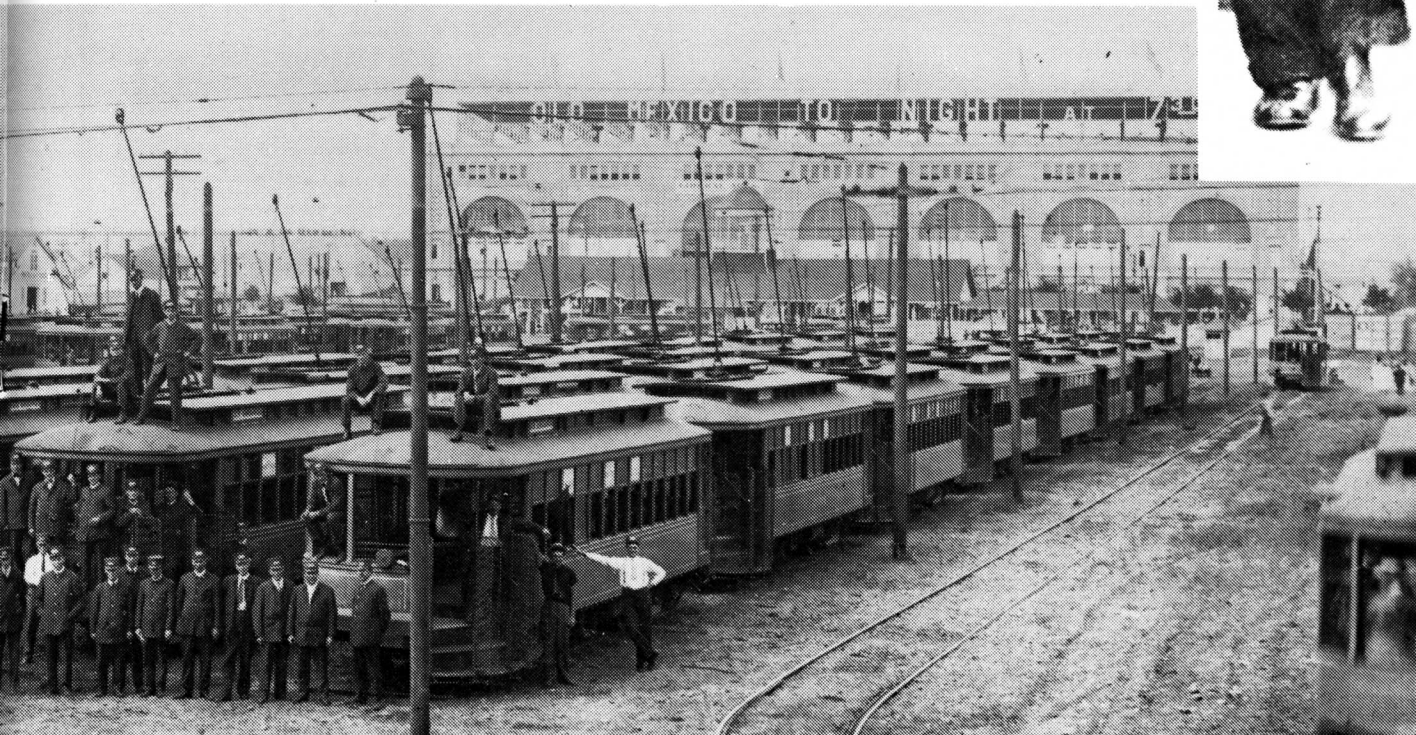


Christian Nelson's granddaughter, Carol Boyd, presents No. 92 with his birthday cake featuring a very familiar decor -- a TCRT streetcar complete with a special "No. 92" designation (photo by John Moscrops).

Christian Nelson on his way to East Side Station (and car 1300?). ▶



Over 100 streetcars wait for homeward traffic in the Minnesota State Fair car yard just off Como and Snelling in St. Paul in 1912 (photo from the John Moscrops collection). ▼



TCRT records state that car 1300 was assigned to four different stations during its revenue life; Snelling Station from 1908 to 1920, Lake Street Station during the summer of 1920, and Duluth Avenue Station from 1921 to 1928. In November 1928, car 1300 was rebuilt with front exit doors replacing the private motorman's door. The car then was assigned to East Mpls. Station for the first time for operation on the Como-Harriet line, Mr. Nelson conducting.

For the next three years, No. 92 collected fares through the rear gates of No. 1300 and other East Side cars. In November 1931, car 1300 became one of the first to be rebuilt extensively into a one-man/two-man car, its final configuration. Gone were the distinctive triple rear gates, open platform, and single front doors. Upon completion of rebuilding, 1300 was reassigned to Lake Street Station. In February 1934, 1300 was reassigned to Snelling Station for a few months.

In October 1934, car 1300 was reassigned for the last time -- back to East Mpls. Station -- and conductor No. 92. This time, 1300 operated on other lines besides the Como-Harriet. In addition to his duties as a conductor, No. 92 trained many other conductors over his many years with TCRT. In April 1946, at the age of 66 Christian Nelson hung up his changer and hat No. 92 for the last time and retired to sunny California.

Now, without conductor No. 92 covering its rear flank, 1300 managed to continue operating out of East Mpls. Station until abandonment of the streetcar system in June 1954. We know the rest of the 1300 story.

During his 38 years at TCRT, Christian Nelson had many friends among the employees, namely **Joseph Moscrop** and his brother **George Moscrop**, and **Christ Temte**. Joseph Moscrop's son, **John Moscrop**, presented Christian Nelson with his MTM membership on his cen-

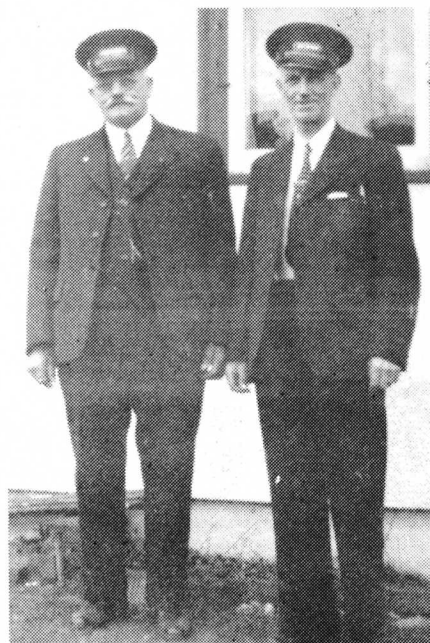
tennial birthday, December 2, 1980. Mr. Nelson spent many days after his birthday reading a large packet of back issues of the **Minnegazette** sent to him by then-membership secretary, **Scott Heiderich**.

JOSEPH & GEORGE MOSCROP, CHRIST TEMTE

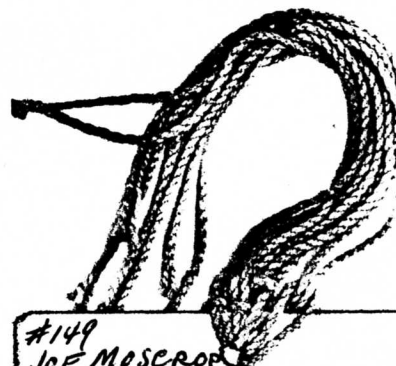
The Moscrop brothers, and their friend, Christ Temte, have a combined TCRT service record of 87 years in addition to Mr. Nelson's 38 years. Joseph Moscrop joined TCRT in 1911 as motorman No. 149 and retired in the same year as Christian Nelson, 1946.

George Moscrop joined TCRT in 1922 as conductor No. 426. Later, he trained in as a motorman and was reassigned badge No. 425. Under TCRT policy, the motormen's badge numbers ended with an odd number while the conductors' badge numbers ended with an even number. Mr. Moscrop retired from TCRT in 1953, just before the switchover to an all-bus system.

Christ Temte, a father-in-law to Joseph Moscrop's son, John, joined TCRT in 1911, the same year as Joseph, as conductor No. 332. Mr. Temte left TCRT in 1932.



Motormen Joseph Moscrop (left) and George Moscrop.



#149
JOE MOSCROP

VETERAN EMPLOYEES' CLUB
TWIN CITY LINES

ANNUAL PICNIC
WILDWOOD PARK
July 19, 1934



Good For One
ICE CREAM CONE
VETERAN EMPLOYEES' CLUB
TWIN CITY LINES
July 19th

Joseph Moscrop's souvenir employee tag for the TCRT picnic at Wildwood Park in Stillwater in 1934.

During those years, the four men worked together often or followed each others' runs -- all day at times.

Joseph Moscrop's first conductor when he began his regular run was Christ Temte. And his last conductor before he began operation of one-man cars was Christian Nelson. Occasionally George Moscrop would operate a streetcar all day immediately following his brother Joe's car.

We at MTM wish Christian Nelson a belated centennial happy birthday and invite him to return to Minneapolis and be guest conductor aboard car 1300 again. Our thanks to John Moscrop for researching much of this material and for sending us the large packet of old photographs and information for use in this story.

LSMT Visits MTM

The Lake Superior Museum of Transportation board of directors staged their first annual "Traction Extravaganza" April 7 with a visit and board meeting in the Twin Cities. The group met with the MTM board of directors and toured MTM's facilities.

A luncheon with both museum boards in attendance at the First Street Station restaurant in downtown Minneapolis kicked off the activities. **Russell Fridley**, director of the Minnesota Historical Society, also attended.

The LSMT unveiled plans and a large scale model of their proposed traveling railroad exhibit, "Railroad Ties to the Past." The museum plans to convert two baggage cars into an impressive display which shows the importance that railroads have had in Minnesota's history. The coaches will contain railroad memorabilia, large scale models of trains, slide shows and displays, and full-sized examples of old dining cars, pullman, and coach seating arrangements. The displays will feature the different types of railroading that occurred within the state such as logging, mining, freight, and passenger.

The exhibit will travel around the state, particularly to county fairs and the state fair. The LSMT hopes to have the \$250,000 project ready to roll into the state fair grounds in August.

Following the luncheon, the LSMT began their board meeting with President **Thomas Lamphier** (also an MTM director) presiding. The meeting was suspended at 1:00 by the arrival of MTM/TCRT 1954 GM bus No. 1399 which escorted the attendees to Lake Harriet for a ride aboard streetcar 1300. Motorman Tom Lamphier brought 1300 to a smooth stop at Lake Calhoun to the applause of the passengers. The LSMT inspected Duluth streetcar No. 265, which is undergoing the final stages of restoration, and then concluded their meeting aboard the car.



LSMT members (from left) Wayne Olsen, Tom Lamphier, Donald Shank, Frank King, Ralph Budd, Leonard Draper, Norman Livgard, and MTM member Scott Heiderich met aboard car 265. (Photo by Loren Martin)

From there, bus 1399 sped the group over to Como Shops in St. Paul and held its own very well. The MTC driver had never driven a model TDH 5105 before and said it was better than what he drives now.

The members looked over Northern Pacific steam engine No. 328, also in its final stages of restoration, and the other vehicles in the building. The roundtrip back to First Street Station on 1399 was completed by 4:15.

This day was another example of the fine cooperation these two state rail museums have with each other. Many members belong to both museums. The LSMT has been most helpful in locating and supplying to MTM many parts from old Duluth streetcar bodies for use in the restoration of streetcar No. 265. Their fine depot/museum in Duluth also has been the warm, secure home of MTM's Dan

Patch diesel-electric locomotive for the past three years. Of course, with this kind of cooperation, the public is the beneficiary. The MTM returned a visit to the LSMT in Duluth via Amtrak on April 25.



Membership Meeting

The next general membership meeting is at 8:00 pm on Tuesday, May 19 at the Burlington Northern auditorium at 176 E. 5th St. in downtown St. Paul. As always, another great entertainment program is being set up including a great old film, "Through the Car Window", a 15 minute film shot aboard the Chicago-to-Seattle "Empire Builder."

LRT Study Completed

A study to determine the feasibility of light rail transit (LRT) in the Twin Cities Metropolitan Area has been completed and forwarded to the Metropolitan Council and state legislature for review.

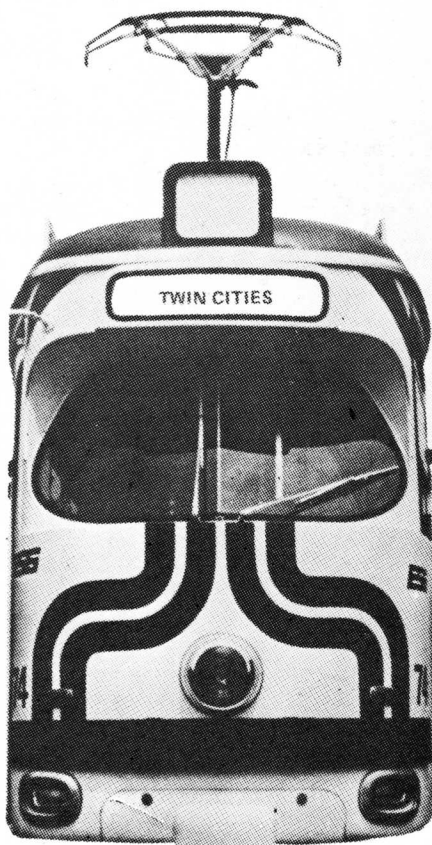
The study was the result of a mandate that requires the Metro Council to review its Transportation Policy Plan at least once every four years. In 1976 the council adopted a policy that stated "No fixed guideway for the exclusive use of transit (buses and automated and semi-automated technologies) is to be provided for regional and sub-regional service" through the year 1990. That policy would have to be changed if LRT were to be considered as a mass transit alternative.

The Metro Council selected the consulting firm of Saunders and Thomas in association with the Midwest Research Institute and the Comsis Corp. to conduct an LRT feasibility study. The firms looked at 15 possible alignments (routes) and used a set of criteria to determine which alignments would serve LRT's best. Some aspects looked at included use of abandoned railroad rights-of-way, highway medians, extra wide streets, and other routes where the LRT would not have to compete with street traffic.

5 ROUTES STUDIED

Due to the practicality and time constraints, the firms narrowed the 15 possible alignments down to five for detailed study. It was made clear that these five alignments did not mean that that is where the lines should be built. An LRT could be built on any of the 15 original alignments or on one not originally suggested. But the study would supply the criteria for whatever alignment is selected.

The five alignments selected for detailed study were:



- **Minneapolis - West**, 12.5 miles, from 6th and Chicago (domed stadium) west to Walker and Lake Street in Wayzata, mainly along Highway 12 (Wayzata Blvd.).

- **Minneapolis - Southwest**, 14.1 miles, from 6th and Chicago to Highway 101 in Minnetonka, mainly on the old C&NW railroad right-of-way.

- **Minneapolis - St. Paul**, 9.5 miles, from 3rd St. and 2nd Av. N. in downtown Minneapolis east past the U of M on Washington Av., to Kellogg Blvd. and Wabasha St. in downtown St. Paul, mainly on University Av.

- **St. Paul - Northeast**, 8.8 miles, from Kellogg and Cedar St. to White Bear Av. and County Road D in Maplewood, mainly on the BN railroad right-of-way.

- **Minneapolis - Northwest**, 8.3 miles, from 6th and Chicago to Bass Lake Road and Brooklyn Blvd. in Brooklyn Center, mainly along the BN right-of-way and highways 52, 100, and 152.

A sixth alignment was studied independently by the Bather, Ringrose, and Wolsfeld consulting firm.

- **Hiawatha Avenue**, 7.6 miles, from downtown Minneapolis to MSP International Airport along Hiawatha Av.

The consulting firms worked closely with many local groups, particularly with those whose municipalities the LRT would pass through. The Metro Council and other committees received monthly status reports.

CONCLUSIONS

In March Saunders and Thomas released a final report on the LRT study for review by the Metro Council, the state legislature, and other agencies. The conclusions reached were that the LRT is feasible on all alignments, particularly on the University Av. route. That alignment would carry the most passengers, recover its capital costs the quickest, require no feeder bus systems (which is added to the costs of the other alignments), and would induce high-density development along the line. Though the capital costs are high, the study concluded that the costs would be overcome by lower operating costs over a period of years. The study generally was praised by all as an excellent and thorough one full of useful, basic information.

The financial conclusions drew the most criticism, however. Many thought that the cost figures were unnecessarily high. Some officials would like both the figures and the method of financing the construction of an LRT system clarified in another study before a detailed engineering study is begun on a particular alignment.

RECOMMENDATIONS

The Metro Council is now reviewing its Transportation Policy Plan to decide if the LRT should be considered in any future mass transit improvements. The study submitted to

the legislature does not ask for the body to take any action on the study this session. The Metro Council staff, however, did make some recommendations of its own.

The Transportation Staff of the Metro Council not only endorsed the feasibility of LRT but recommended that the University Av. alignment be the first line built. That sentiment was echoed by Mayors George Latimer of St. Paul and Don Fraser of Minneapolis in a joint letter sent to Dirk deVries, Chairman of the Metro Council's Transportation Subcommittee. In tying their two downtowns together with an LRT, the mayors cited in particular the annual savings of 500,000 gallons of petroleum fuel by the year 2000 on that route alone.

Additionally the mayors want the University Av. alignment to be able to later connect with other alignments. They feel that the LRT has long-term benefits from transportation, energy, and development standpoints. They also urge an additional construction and operating cost analysis be performed.

Another recommendation by all concerned is that the LRT system be locally financed. Federal financing is a long and tedious task that takes years. Besides, the Reagan administration is planning to phase out all mass transit subsidies by 1985. A bill before the Minnesota legislature asks for a one percent metro area piggy-back sales tax to finance an LRT system. Several US cities now use sales tax dollars to finance their transit systems.

The Metro Council further recommends that the Metropolitan Transit Commission, Minnesota Department of Transportation, and the cities of Minneapolis and St. Paul join them into an agreement to determine further the feasibility of an LRT line in the University Av. corridor. The private business industry should also become involved in the new study, according to the council.

The new study would focus on additional financial, engineering, and political feasibility and probably take about a year and half to complete. The Metro Council would then present the study to the 1983 legislature with recommendations on further action.

SUMMARY

The LRT feasibility study was only the first step. More studies will have to be made before the first rail is nailed. Yet, without the LRT restriction in the Metro Council's Transportation Policy Plan and the feasibility of the LRT in selected corridors as determined by the study, the answer to relief of traffic congestion in the Twin Cities will move a step closer.

Railroad Report

As anyone who has recently been to Como Shops know, our Northern Pacific steam engine No. 328 is nearing completion and soon will be ready for at least static display by the weekend of May 9 and 10 at the Midway Amtrak depot in St. Paul as part of National Transportation Week.

The July 4 weekend operation of steam engine No. 328 in New Brighton is beginning to shape up and it looks like we may have the chance to at least steam up and run the engine. We do not, however, anticipate giving rides to the public at the event.

Plans for the July 25 and 26 weekend in Hastings are still in the preliminary stage but it looks at this time as if we may have the chance to run the engine in Hastings and perhaps part of the way there and back.

As you can see, all of our operations are tentative. However, one event that is an absolute certainty is our Member's Day. Since our early operations allow for some limited membership participation, I feel it is important to have an event just for us.

We will formally dedicate the 328 at the First (hopefully annual) Member's Day on Saturday, June 27 at Como Shops and pay tribute to all the people that devoted so much time and effort to this project. We urge all MTM members to attend this historic event. We will run the 328 and have some cab rides, photo sessions, etc. Refreshments will be served and it should be a great time so plan to attend.

RAILROAD TRAINING CLASSES

Training classes are still being formulated but should be set up very soon. If you did not sign up for the classes at our last general membership meeting and want to be notified when they begin, please call George Marks at 788-0137 to have your name added to the list.

MINNEHAHA DEPOT

The Minnehaha Depot will be opening soon and there are a number of things that have yet to be done as well as unfilled dates for staffing the depot on Sunday afternoons from 1:30 until 4:30. If you would like to help, please contact Jay Halvorson at 929-4338.

Bob Ball, Vice President
Railroad Operations



Bill Cordes has been wiring a diesel generator for car 1102.

Calendar of Events

Business/Social Events

May 19 General Membership Meeting
 May 22 Official opening of 11th season of Como-Harriet Streetcar
 Line and dedication of bronze plaque
 June 27 Members Day at Como Shops
 July 14 General Membership Meeting
 Sept. 8 General Membership Meeting
 Sept. 27 MTM picnic at Lake Harriet
 Nov. 17 General Membership Meeting

Railroad

The following agenda of MTM railroad appearances is tentative, but represents the events at which we have been invited by organizations that are likely to follow through.

May 9-10: National Transportation Week appearance, Amtrak station, car 1102 and locomotive 328. Hopefully under some steam (whistle, occasional jaunt down the track, no passengers). Hand car races the 9th.

May 14-15: Willmar, MN, Railroad Days. Car 1102, BN request.

June 27-28: MTM members weekend featuring 328. Steamed up at Como. Let members see it, hear it, smell it.

July 4: New Brighton civic festival. 328, 1102, extra coaches if possible.

July 10-11: St. Cloud, MN, festival. Car 1102.

July 17: Staples, MN, Railroad Days. Car 1102.

July 25-26: Hastings, MN, dedication of new railroad bridge, community Steamboat Days. 328, 1102, other railroad privates invited (Milw. and CNW exec cars), will ask Gritty Palace. Delta Queen.

July 25-26: BN Days on Main Street, 328, 1102, Pacific 2156, other cars. (Conflict to be resolved.) An Aquatennial event.

August 13-16: Stillwater, Lumberjack Days, 328, and 1102. Hoped for passenger revenue operations.

Sept. 12: Brainerd, MN, Railroad Days. Car 1102.

Sept. 19: Minot, ND, Railroad Days. Car 1102.

Streetcar

May 22-25: Open season for car 1300 at CHSL.

May 30: Dedication of site plaque at CHSL. Tentative date.

July ?: First run of streetcar 265.

August 28: Tenth anniversary of first revenue run of reincarnated 1300.

Dennis Johnson, Vice President
 Public Relations

Publicity

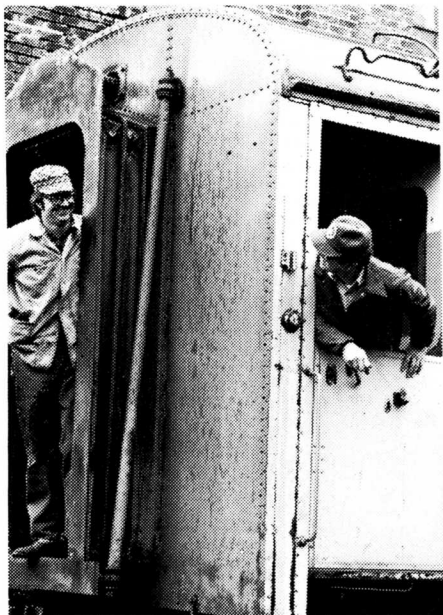
MTM keeps making news during the off season. Besides being on display at model railroad shows this past winter, members were seen on TV and in the newspapers and the museum was featured in a magazine story.

Twelve MTMers in streetcar and railroad conductor uniforms answered on-camera pledge phones on March 12 during KTCA-TV's (channel 2) fund raising drive. They handled such calls as "Are you guys from the Salvation Army?"

Bill Cordes, **Blair Dollery**, **Scott Heiderich**, and **Walt Strobel** were pictured in the March 28 Minneapolis Tribune clustered around the MTM display at the Northtown show.

Ex-Twin City Lines PCC cars are still alive and "running like new" in Newark, New Jersey, according to a picture story featured in the April 6 Minneapolis Tribune. The 35-year-old cars pictured were numbers 13, 21, and 23 (ex-TCRT 332, 360, and 362).

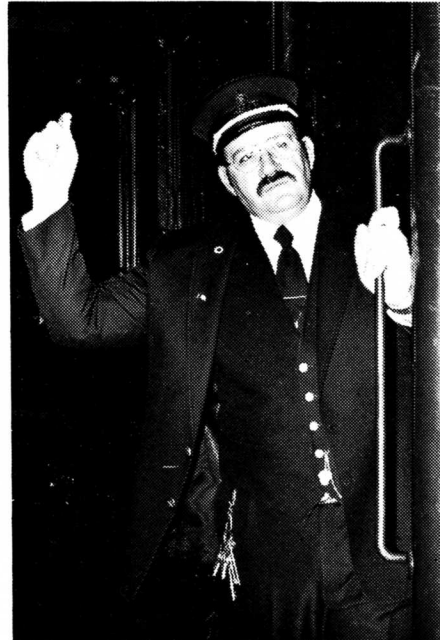
Mpls./St. Paul Magazine devoted five pages in its April issue to the history of streetcar operation in the Twin Cities, its needless destruction, and the future of light rail here in a story entitled, "When The Trolley Was King." Author Jay Walljasper did an excellent job researching old material and interviewing MTM members and others to come up with an accurate and eye-opening story on the demise of what many called the finest streetcar system in America. The article also pointed out the many advantages Twin Citians would enjoy it we were to go back on the rails.



MTM master mechanic Bob Renz, left, and president Bill Graham inspected the museum's most recent acquisition, coach galley car former #1096 purchased from the BN (ex. Amtrak, GN, CNW #801). (Photo by Dennis Johnson)



Boiler welder expert Jim Bertrand after working many hours on N.P. steam engine No. 328 (photo by Bob Renz).



Conductor John Larson gives the "All Aboard" signal from N.P. Triple Combine car No. 1102, a sight that should be commonplace this summer (photo by Dennis Johnson).



Casey Bensen Jr. tries out the cab seat on ex-Southern Pacific Daylight 4-8-4 No. 4449 (the Freedom Train) during its stop at Minnehaha Depot in 1975.

Not Yet a Member?

Put yourself behind the throttle of a real live steam engine this summer just as one of our members has as shown in the photograph. We are preparing our crews for our first summer of steam operations. If you are not yet a member, join us today and get ready for some good old fashioned fun.

Traction your attraction? We can put you behind the controller of a streetcar on the Como-Harriet Streetcar Line if you prefer. Fill out the membership application blank and join an organization that has something for everyone.

- ☐ MTM FAMILY membership (\$20 per year). All members over 18 eligible to operate museum equipment.
- ☐ MTM ACTIVE membership (\$15 per year). Eligible to operate museum equipment.
- ☐ MTM ASSOCIATE membership (\$10 per year).

All members receive the bi-monthly Minnegazette magazine at their homes.

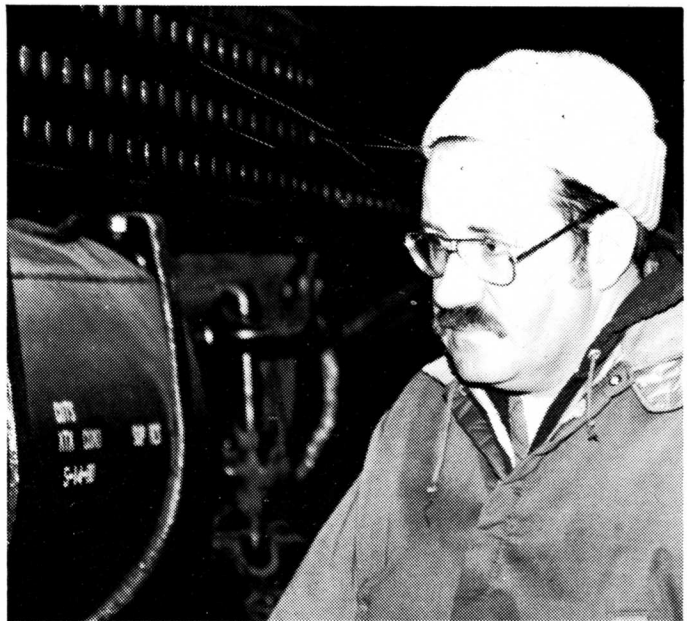
I do not wish to join MTM, but would like to contribute to the restoration (tax-deductible).

Name _____ Phone _____

Address _____

City _____ State & Zip _____

Mail to: **Minnesota Transportation Museum, Inc.**
P.O. Box 1300, Hopkins, MN 55343



Frank Bifulk installs the diesel generator under N.P. Triple Combine car No. 1102 at Como Shops, (left) while a concerned John Larson (above) watches, (both photos by Bob Renz).

Petition

A petition is being circulated asking the U.S. Postal Service Citizen Stamp Advisory Committee to consider issuing, in November 1982, a block of four commemorative stamps in conjunction with the 150th anniversary of the streetcar in America. The four stamps would honor: 1) the first streetcar in America,

New York City, Nov. 1882; 2) the last mule streetcar in America at Sulphur Rock, Ark., April 1926; 3) the first successful city-wide electric streetcar system, Montgomery, Ala., April 15, 1886; and 4) the world's oldest operating streetcar line, New Orleans St. Charles Ave. line, dating back to Jan. 1835.

There is not room to publish the petition in the **Minne-gazette**, but individuals endorsing this project should write to: Citizens Stamp Advisory Committee, c/o Stamps Division, U.S. Postal Service, Washington, D.C. 20260.

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August 2021

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